MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___
no X

Property Name: Tipton Airport Inventory Number: AA-2380

Address: 81 General Aviation Drive (MD 198) Historic district: ___ yes X no

City: Odenton Zip Code: 21113 County: Anne Arundel

USGS Quadrangle(s): Laurel

Property Owner: Anne Arundel County, Tipton Airport Authority Tax Account ID Number: 4-000-90213642

Tax Map Parcel Number(s): 12 Tax Map Number: 20

Project: MD 198 from MD 295 to MD 32 Agency: SHA

Agency Prepared By: EHT Traceries, Inc.

Preparer's Name: Elizabeth Breiseth Date Prepared: 8/21/2007

Documentation is presented in: Maryland Inventory of Historic Places Form AA-2380

Preparer's Eligibility Recommendation: ___ Eligibility recommended X Eligibility not recommended

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: ___

Inventory Number: ___ Eligible: ___ yes Listed: ___ yes

Site visit by MHT Staff ___ yes X no Name: ___ Date: ___

Description of Property and Justification: *(Please attach map and photo)*

The Tipton Airport is a former United States Army airfield occupying a 366-acre tract of land historically part of Fort George G. Meade. The Tipton Airfield was opened in 1960, replacing the original Fort Meade airfield that opened in the 1920s. Operating under the auspices of Fort Meade, the non-historic airfield was designated for privatization under the Base Realignment and Closure Act (BRAC) in 1988. In 1995, the airfield was listed as a Superfund site and closed to allow the Army to cleanup the site. The facility reopened in November of 1999 under the ownership of Anne Arundel County. Currently, a state-chartered public corporation - the Tipton Airport Authority - operates the airfield.(1) Fort Meade, the National Security Agency, and the Patuxent Wildlife Reserve border the airfield, which is sited south of MD 198 in Odenton, Maryland.

The Tipton Airport is a modern facility not associated with events that have made a significant contribution to the broad patterns of our history. The adjacent Fort Meade is significant for the part it played in mobilizing and training troops during World War I (1914-1918) and World War II (1941-1945). Constructed after the Korean War (1950-1953), Tipton Airport is not associated with any military events for which Fort George G. Meade is significant. Therefore, the property is not recommended eligible under Criterion A. The property is not associated with any person or group of persons of outstanding importance to the community, state, or nation. Therefore, the property is not recommended eligible under Criterion B. The buildings associated with the airport do not

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ___ **Eligibility not recommended** X

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

Ann Andrus /
Reviewer, Office of Preservation Services 11/30/07 **Date**

Reviewer, National Register Program 12/3/07 **Date**

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embody distinctive characteristics of twentieth-century architecture. The buildings are constructed with materials such as concrete block and corrugated metal, typical of industrial architecture found throughout Anne Arundel County and the nation in the mid- to late twentieth century. Therefore, the property is not recommended eligible under Criterion C. All the buildings on the property are less than fifty years old. The property was not evaluated under Criterion D. Thus, Tipton Airport is not recommended eligible for listing in the National Register of Historic Places under A, B, or C.

Historic Context: Anne Arundel County and Odenton

Farming, primarily of tobacco, was the chief industry in Anne Arundel County during the eighteenth and early nineteenth centuries. In addition to farming, the northern portion of the county had an active iron ore mining industry following the Revolutionary War (1775-1783). Many railroad lines were laid in the early to mid-nineteenth century to aid in transferring the smelted ore to Baltimore City for shipping.(2) The new railroads also facilitated transportation of goods and people between Baltimore City and Washington, D.C, creating a highly traveled corridor through Anne Arundel County.

Crossroads communities sprang up throughout the county around the new transportation corridors. For instance, the town of Odenton was founded in 1868 due to its location along the Baltimore and Potomac (B&P) Railroad, which connected Baltimore City and Washington, D.C. The B&P Railroad crossed the Annapolis and Elkridge (A&E) Railroad. At this intersection, a train station and post office were established and named for Oden Bowie, owner of B&P Railroad. Odenton was the largest of these small crossroads communities with 100 residents, a church, a school, and two shops by 1878. Early industry in the area was agricultural; farms produced wheat, corn, and tobacco. Canneries, primarily for tomatoes, were constructed in Odenton and throughout the county in the late nineteenth century.

In 1917, the United States Department of War acquired 4,000 acres of land between Odenton and Laurel, in Anne Arundel County, for the establishment of Camp Meade, which was renamed Fort George G. Meade in 1928 when it became a permanent post. Conceived as a World War I (1914-1918) training facility, the base offered training in infantry combat operations as well as a mustard agent training area. From 1918 to 1932, the United States Army Tank School operated out of Fort Meade. With the United States entrance into World War II (1941-1945) in 1941, Fort Meade expanded to 13,596 acres to meet the increased training requirements. The base continued to operate as a training facility until 1988 when several portions of the site - totaling 9,000 acres - were identified for closure under the Base Realignment and Closure Act (BRAC).(3)

The establishment of Fort Meade spurred the early-twentieth-century development of Odenton and other neighboring towns. Growth in Odenton accelerated in the 1950s with the establishment of the National Security Agency at Fort Meade and Friendship International Airport, which is now known as the Baltimore-Washington International Thurgood Marshall Airport, a few miles north of Odenton. The suburban expansion of Baltimore and Washington, D.C. furthered the transformation of towns along major automobile thoroughfares like MD 198 and MD 175 from agricultural villages to business, industrial, and residential centers.

The Fort Meade Auxiliary Army Airfield and Tipton Airport

Tipton Airport, originally called the Tipton Airfield, was the second airfield constructed on the grounds of Fort Meade. The first airfield on the base, known as the Fort Meade Auxiliary Army Airfield, was built in the central portion of the base, two miles northeast of present-day Tipton Airport. The exact date of construction for the first airfield is unknown; however, an emergency landing field was present in the 1920s. An auxiliary landing field was noted in a 1930 Fort Meade publication, and the 1935 Washington Sectional Chart provides the first physical representation of the base's airfield. By 1937, the airfield had three runways, the longest of which was 1,800 feet.(4) The 1947 USGS map of Anne Arundel County shows the 1,800-foot landing strip of Fort Meade Airfield, which was sited north of MD 602 (present-day MD 198) and west of MD 175.(5)

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ **Eligibility not recommended** _____

Criteria: __A __B __C __D **Considerations:** __A __B __C __D __E __F __G

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_____ _____

Reviewer, National Register Program **Date**

Buildings and roads increasingly surrounded the site of the original airfield, which had expanded in order to accommodate the increasing air traffic during the mid-1950s. Sometime around 1955, the 1,800-foot landing strip was extended to 2,485 feet. A report published about the base in 1957 indicated MacArthur Boulevard and Mapes Road crossed the airfield; the report also noted that the control tower operated moveable barriers that could be raised or lowered in order to facilitate air and ground traffic at the site.(6) Thus, the need for expansion and the increasing development around the site spurred the relocation of the Fort Meade airfield.

Present-day Tipton Airport was opened in 1960 on the periphery of the base to provide the airfield with more room.(7) The new site for the airfield was two miles southwest of the original site and had once been a landfill. The 1961 Washington Local Aeronautical Chart noted the original airfield as "Abandoned Airport" one year after the Tipton Airfield opened.(8)

The 1965 USGS map for the Relay Quad illustrates the presence of several buildings at "Tipton Airfield." The four hangars that are currently standing - #80, #84, #85, and #90 - are depicted on the 1965 map. Additionally, the control tower and the two administrative buildings were also standing by 1965.(9) The airfield operated under the auspices of Fort Meade until it was designated for privatization under BRAC in 1988.(10) The Army retained 900 acres of the BRAC parcel well into the 1990s, which included the 366-acre Tipton Airfield. In 1998, the Army began leasing the parcel to Anne Arundel County, eventually transferring ownership to the county in November 1999.(11)

In July 1998, just as Anne Arundel County began leasing the airfield, the property was placed on the Environmental Protection Agency's (EPA) National Priorities List of most contaminated Superfund sites. Between 1995 and 1999, the Army removed 3,000 buried ordnance items. Ordnance items are military weapons such as artillery and heavy guns and shell casings. Two landfills were located on the parcel, both of which are currently inactive. A parking lot covers one landfill, while a cap intended to prevent the discharge of contaminants into the soil covers the other landfill. One of the two landfills has been fenced in to limit access. The Army was the lead agency in the cleanup and completed all cleanup measures by September 1999.(12)

Currently, the Tipton Airport is operated by the Tipton Airport Authority, a state-chartered public corporation. The airport is a state-of-the-art general aviation facility that houses many sport, recreational, private, and business aircraft. The Tipton Airport Authority plans to install T-Hangars in the near future and rehabilitate the existing hangars and the pavement.(13)

Description

The Tipton Airport is located on the south side of Fort Mead Road (Maryland 198) off Airfield Road. Airfield Road provides access to General Aviation Drive, an east-west road that runs the length of the facility. The airport is sited on a 366-acre tract of land bordered by Fort George G. Meade, the National Security Agency, and the Patuxent National Wildlife Refuge. The airport is comprised of two administrative office buildings, four hangars, a control tower, five sheds, and a cylindrical storage structure. There are also five prefabricated sheds. The buildings are sited on a flat tract of land, which is largely paved. The tarmac, which runs east-west, is located south of all the buildings. The tarmac is bordered to the south by mature, dense vegetation.

Exterior Descriptions

Administrative Building:

The administrative building was constructed circa 1960. This two-story, seven-bay administrative building is constructed of concrete blocks. The foundation is rock-faced concrete block, while the structure is clad in stucco. The western bay of the building

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ **Eligibility not recommended** _____

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

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Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

is an attached garage that is two stories in height. A roll-up metal door provides access to the garage, and a concrete ramp leads to the vehicular opening from the parking lot. The main block of the building is one story in height. A flat roof of standing-seam metal covers both the one- and two-story portions of the building. The roof has a standing-seam metal parapet. An exterior-front chimney faced in coursed stone is located on the façade (north elevation), just east of the main entrance. The main entrance has a single-leaf metal door. There are five window openings on the façade. Each opening features a 1/1 metal-sash window set on a metal-clad sill. The interior of the building was not accessible at the time of the on-site survey.

Building #81 (Airport Operations):

This one-story, six-bay airport operations building was constructed circa 1960. It has a rectangular plan with a two-story control tower on its west elevation. The building, which is concrete-block construction, is clad in stucco. A flat roof covered with standing-seam metal caps the main block of the building. The standing-seam metal forms a parapet. The building has an exterior-front chimney clad in stucco that is located adjacent to the entrance. The entrance has a single-leaf metal door with lights. Five window openings are placed along the façade (north elevation). The openings have 1/1 metal-sash windows set on metal-clad sills. The two-story tower has a pyramidal roof with overhanging eaves. The tower's roof is covered in standing-seam metal. The control tower has a ribbon of four 1-light fixed metal-sash windows on each elevation; each 1-light metal-sash is set above a 1-light sliding metal-sash window. The interior of Building #81 was not accessible at the time of the on-site survey.

Hangar #80:

Constructed circa 1960, this two-story, one-bay hangar is set on a concrete foundation with steel-beam framing. The structure is mainly clad in corrugated metal panels with sections of the second story clad in concrete blocks. A low-pitched front-gabled roof covers the hangar. The roof features a raked cornice. Both the east and west side elevations of the hangar feature six sliding metal doors with corrugated metal panels. The doors run the full height of the first story. Fenestration on the first and second stories of the north elevation is a combination of single, paired, and tripled 6-light metal-sash awning windows with interior storm windows. First-story windows are set on a concrete sill course, while each second-story window opening has a concrete lug sill. A one-story enclosed projecting entry bay is located on the first story of the north elevation. The entry bay is concrete-block construction covered by a shed roof. The entry bay has a 12-light metal-sash window and a single-leaf door. The interior of the hangar was not accessible at the time of the on-site survey.

Hangar #84:

Constructed circa 1960, this two-story, one-bay hangar is set on a concrete foundation with steel-beam framing. The structure is mainly clad in corrugated metal panels with sections of the second story clad in concrete blocks. A low-pitched front-gabled roof covers the hangar. The roof features a raked cornice. Both the east and west side elevations of the hangar feature six sliding metal doors with corrugated metal panels. The doors run the full height of the first story. Fenestration on the first and second stories of the north elevation is a combination of single, paired, and tripled 6-light metal-sash awning windows with interior storm windows. First-story windows are set on a concrete sill course, while each second-story window opening has a concrete lug sill. A one-story enclosed projecting entry bay is located on the first story of the north elevation. The entry bay is concrete-block construction covered by a shed roof. The entry bay has a 12-light metal-sash window and a single-leaf door. The interior of the hangar was not accessible at the time of the on-site survey.

Hangar #85:

This two-story hangar was constructed circa 1960. The building is set on a concrete-block foundation and constructed of steel-

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Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

beam framing. The first story is clad in concrete blocks, while the second story is clad with corrugated metal. The hangar has a flat roof with metal coping. An exposed steel-beam structure is situated on the roof. The structure is topped with lights and braced with smaller steel beams. A single-leaf metal door with lights, five paired 1-light metal-sash awning windows on concrete sills, and a roll-up metal door are located on the north elevation. The second story of the north elevation, which is set back from the first story, also has paired 1-light metal-sash windows. The west elevation has four sets of paired 1-light metal-sash awning windows. Sliding metal doors are located on the south elevation of the hangar. The interior of the hangar was not accessible at the time of the on-site survey.

Hangar #90:

This two-story hangar was constructed circa 1960. The building is set on a concrete-block foundation and constructed of steel-beam framing. The first story is clad in concrete blocks, while the second story is clad with corrugated metal. The hangar has a flat roof with metal coping. An exposed steel-beam structure is situated on the roof. The structure is topped with lights and braced with smaller steel beams. The south elevation has nine sliding doors of corrugated metal. A set of double-leaf metal doors and two paired 1-light metal-sash awning windows are located on east elevation of the hangar. The north elevation has paired 1-light metal-sash awning windows set on concrete sills and a roll-up metal door. The interior of the hangar was not accessible at the time of the on-site survey.

Shed #1:

Constructed circa 1980, this shed is one story in height and one bay in width. The structure is built of steel-beam framing. The structure, capped by a front-gabled roof, is clad in corrugated metal. The north elevation of the shed has a large opening with no door. Two smaller entry openings are located on the east elevations. These openings have roll-up metal doors. The interior of the shed was not accessible at the time of the on-site survey.

Shed #2:

This one-story, five-bay shed was constructed circa 1980 and is located south of Hangar #90. Built with steel-beam framing, the structure is clad in corrugated metal. A shed roof with metal coping caps the structure. The north elevation of the shed is open with five steel beams delineating the bays of the building. The interior of the shed was not accessible at the time of the on-site survey.

Shed #3:

This shed was constructed of concrete blocks circa 1965. A low-pitched, front-gabled roof covers the one-story, three-bay shed. A single-leaf entrance is located on the west elevation. Fenestration on the east elevation is identical in each of the three bays. Each bay has windows set on concrete sills and grouped in the following order: 2-light fixed metal-sash, 4-light metal-sash awning, 2-light fixed metal-sash, 6-light metal-sash awning, 2-light fixed metal-sash, 4-light metal-sash awning, and 2-light fixed metal-sash. The interior of the shed was not accessible at the time of the on-site survey.

Shed #4:

This one-story, one-bay shed was constructed of concrete blocks circa 1970. A flat roof with metal coping covers the shed. There is a single-leaf metal door on the south elevation and a metal-sash window on the west elevation. The window is set on a concrete lug sill. The interior of the shed was not accessible at the time of the on-site survey.

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_____ _____

Reviewer, National Register Program **Date**

Shed #5:

This one-story, one-bay shed was constructed of concrete blocks circa 1970. A shed roof with overhanging eaves and metal coping covers the structure. A single-leaf entry opening is located on the west elevation. There is no door in the opening. The interior of the shed was not accessible at the time of the on-site survey.

Cylindrical Storage Structure:

This cylindrical storage structure was built circa 1970. The structure was constructed of metal and has a dome-shaped roof. The dome has metal coping where the roof meets the main block of the structure. A ladder, located on the south elevation, extends from the ground to the dome of the structure. The interior of the cylindrical storage structure was not accessible at the time of the on-site survey.

Control Tower:

The control tower was built circa 1960. The building, which has a hexagonal shape, is constructed of cast concrete with two window openings on the west elevation. The windows are 4-light metal-sash casements set on concrete sills. A single-leaf door on the north elevation provides access to the tower. A flat roof with a metal balustrade caps the building. The glass-paneled control room is situated on top of the flat roof. The control room has a continuous ribbon of 1-light fixed metal-sash windows. A flat roof with a metal balustrade covers the control room. The control tower is no longer in use and was the interior was not accessible at the time of the on-site survey.

1) "Tipton Airport," http://www.tiptonairport.org/about/index.php, accessed August 14, 2007.
2) Anne Arundel County, Maryland, History - Seventeenth Century through the Present, http://www.aacounty.org/AboutAACo/history.cfm, accessed August 13, 2007.
3) "Fort George G. Meade," Maryland Department of Environment ERRP Fact Sheet, http://www.mde.state.md.us/assests/document/brownfields/Fort_Meade.pdf, accessed August 14, 2007.
4) "Abandoned and Little Known Airfields: Maryland-Columbia area," from http://www.airfields-freeman.com/MD/Airfields_MD_Columbia.htm (excerpts from the book Maryland Aloft by Preston, Lanman, and Breilhan) accessed August 15, 2007.
5) 1947 USGS Map, Relay Quad, http://historical.maptech.com/getImage.cfm?fname=rlay47sw.jpg&state=MD, accessed August 15, 2007.
6) "Abandoned and Little Known Airfields: Maryland-Columbia area," from http://www.airfields-freeman.com/MD/Airfields_MD_Columbia.htm (excerpts from the book Maryland Aloft by Preston, Lanman, and Breilhan) accessed August 15, 2007.
7) "Fort George G. Meade Cultural Resource Management Plan," prepared for the U.S. Army Corps of Engineers, August 1994.
8) "Abandoned and Little Known Airfields: Maryland-Columbia area," from http://www.airfields-freeman.com/MD/Airfields_MD_Columbia.htm (excerpts from the book Maryland Aloft by Preston, Lanman, and Breilhan) accessed August 15, 2007.
9) 1965 USGS map, Relay Quad (photo revised 1979).
10) http://www.tiptonairport.org/about/index.php
11) "Fort George G. Meade," Maryland Department of Environment ERRP Fact Sheet, http://www.mde.state.md.us/assests/document/brownfields/Fort_Meade.pdf, accessed August 14, 2007.
12) "Cleanup Complete at Tipton Army Airfield at Ft. Meade , Property Ready for Transfer to County for Commercial Flights," http://yosemite.epa.gov/r3/press.nsf/7f3f954af9cce39b882563fd0063a09c/a371cff89f124d6f85256707005c1f7e?OpenDocument

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ **Eligibility not recommended** _____

Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

Capsule Summary
AA-2380
Tipton Airport
81 General Aviation Drive
Odenton, Anne Arundel County, Maryland
1960
Private

The Tipton Airport is a former United States Army airfield occupying a 366-acre tract of land historically part of Fort George G. Meade. The Tipton Airfield was opened in 1960, replacing the original Fort Meade airfield that opened in the 1920s. Operating under the auspices of Fort Meade, the non-historic airfield was designated for privatization under the Base Realignment and Closure Act (BRAC) in 1988. In 1995, the airfield was listed as a Superfund site and closed to allow the Army to cleanup the site. The facility reopened in November of 1999 under the ownership of Anne Arundel County. Currently, a state-chartered public corporation – the Tipton Airport Authority – operates the airfield. Fort Meade, the National Security Agency, and the Patuxent Wildlife Reserve border the airfield, which is sited south of MD 198 in Odenton, Maryland.

The Tipton Airport is located on the south side of Fort Meade Road (Maryland 198) off Airfield Road. Airfield Road provides access to General Aviation Drive, an east-west road that runs the length of the facility. The airport is bordered by Fort George G. Meade, the National Security Agency, and the Patuxent National Wildlife Refuge. The airport is comprised of two administrative office buildings, four hangars, a control tower, five sheds, and a cylindrical storage structure. The buildings are sited on a flat tract of land, which is largely paved. The tarmac, which runs east-west, is located south of all the buildings. The tarmac is bordered to the south by mature, dense vegetation.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. AA-2380

1. Name of Property (indicate preferred name)

historic	Fort Meade Auxiliary Army Airfield
other	Tipton Airport (preferred)

2. Location

street and number	81 General Aviation Drive	__ not for publication
city, town	Odenton	__ vicinity
county	Anne Arundel	

3. Owner of Property (give names and mailing addresses of all owners)

name	Anne Arundel County, Tipton Airport Authority				
street and number	P.O. Box 155			telephone	
city, town	Odenton	state	MD	zip code	21113

4. Location of Legal Description

courthouse, registry of deeds, etc.	Anne Arundel County Courthouse				liber	10552	folio 716
city, town	Annapolis	tax map 20		tax parcel 12	tax ID number	4-000-90213642	

5. Primary Location of Additional Data

_____ Contributing Resource in National Register District
_____ Contributing Resource in Local Historic District
_____ Determined Eligible for the National Register/Maryland Register
_____ Determined Ineligible for the National Register/Maryland Register
_____ Recorded by HABS/HAER
_____ Historic Structure Report or Research Report at MHT
_____ Other:_____

6. Classification

Category
_____district
__X__ *building(s)*
_____structure
_____site
_____object

Ownership
_____public
__X__ *private*
_____both

Current Function
_____agriculture
_____*commerce/trade*
_____defense
_____domestic
_____education
_____funerary
_____government
_____health care
_____industry
_____landscape
_____*recreation/culture*
_____religion
_____social
__X__ transportation
_____work in progress
_____unknown
_____vacant/not in use
_____other:

Resource Count

Contributing	Noncontributing	
_____	13	*buildings*
_____	_____	sites
_____	_____	structures
_____	_____	objects
0	13	Total

Number of Contributing Resources previously listed in the Inventory
0

7. Description

Inventory No. AA-2380

Condition

___ excellent	___ deteriorated
X good	___ ruins
___ fair	___ altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

The Tipton Airport is located on the south side of Fort Meade Road (Maryland 198) off Airfield Road. Airfield Road provides access to General Aviation Drive, an east-west road that runs the length of the facility. The airport is sited on a 366-acre tract of land bordered by Fort George G. Meade, the National Security Agency, and the Patuxent National Wildlife Refuge. The airport is comprised of two administrative office buildings, four hangars, a control tower, five sheds, and a cylindrical storage structure. There are also five prefabricated sheds. The buildings are sited on a flat tract of land, which is largely paved. The tarmac, which runs east-west, is located south of all the buildings. The tarmac is bordered to the south by mature, dense vegetation.

Exterior Descriptions

Administrative Building:

The administrative building was constructed circa 1960. This two-story, seven-bay administrative building is constructed of concrete blocks. The foundation is rock-faced concrete block, while the structure is clad in stucco. The western bay of the building is an attached garage that is two stories in height. A roll-up metal door provides access to the garage, and a concrete ramp leads to the vehicular opening from the parking lot. The main block of the building is one story in height. A flat roof of standing-seam metal covers both the one- and two-story portions of the building. The roof has a standing-seam metal parapet. An exterior-front chimney faced in coursed stone is located on the façade (north elevation), just east of the main entrance. The main entrance has a single-leaf metal door. There are five window openings on the façade. Each opening features a 1/1 metal-sash window set on a metal-clad sill. The interior of the building was not accessible at the time of the on-site survey.

Building #81 (Airport Operations):

This one-story, six-bay airport operations building was constructed circa 1960. It has a rectangular plan with a two-story control tower on its west elevation. The building, which is concrete-block construction, is clad in stucco. A flat roof covered with standing-seam metal caps the main block of the building. The standing-seam metal forms a parapet. The building has an exterior-front chimney clad in stucco that is located adjacent to the entrance. The entrance has a single-leaf metal door with lights. Five window openings are placed along the façade (north elevation). The openings have 1/1 metal-sash windows set on metal-clad sills. The two-story tower has a pyramidal roof with overhanging eaves. The tower's roof is covered in standing-seam metal. The control tower has a ribbon of four 1-light fixed metal-sash windows on each elevation; each 1-light metal-sash is set above a 1-light sliding metal-sash window. The interior of Building #81 was not accessible at the time of the on-site survey.

Hangar #80:

Constructed circa 1960, this two-story, one-bay hangar is set on a concrete foundation with steel-beam framing. The structure is mainly clad in corrugated metal panels with sections of the second story clad in concrete

blocks. A low-pitched front-gabled roof covers the hangar. The roof features a raked cornice. Both the east and west side elevations of the hangar feature six sliding metal doors with corrugated metal panels. The doors run the full height of the first story. Fenestration on the first and second stories of the north elevation is a combination of single, paired, and tripled 6-light metal-sash awning windows with interior storm windows. First-story windows are set on a concrete sill course, while each second-story window opening has a concrete lug sill. A one-story enclosed projecting entry bay is located on the first story of the north elevation. The entry bay is concrete-block construction covered by a shed roof. The entry bay has a 12-light metal-sash window and a single-leaf door. The interior of the hangar was not accessible at the time of the on-site survey.

Hangar #84:

Constructed circa 1960, this two-story, one-bay hangar is set on a concrete foundation with steel-beam framing. The structure is mainly clad in corrugated metal panels with sections of the second story clad in concrete blocks. A low-pitched front-gabled roof covers the hangar. The roof features a raked cornice. Both the east and west side elevations of the hangar feature six sliding metal doors with corrugated metal panels. The doors run the full height of the first story. Fenestration on the first and second stories of the north elevation is a combination of single, paired, and tripled 6-light metal-sash awning windows with interior storm windows. First-story windows are set on a concrete sill course, while each second-story window opening has a concrete lug sill. A one-story enclosed projecting entry bay is located on the first story of the north elevation. The entry bay is concrete-block construction covered by a shed roof. The entry bay has a 12-light metal-sash window and a single-leaf door. The interior of the hangar was not accessible at the time of the on-site survey.

Hangar #85:

This two-story hangar was constructed circa 1960. The building is set on a concrete-block foundation and constructed of steel-beam framing. The first story is clad in concrete blocks, while the second story is clad with corrugated metal. The hangar has a flat roof with metal coping. An exposed steel-beam structure is situated on the roof. The structure is topped with lights and braced with smaller steel beams. A single-leaf metal door with lights, five paired 1-light metal-sash awning windows on concrete sills, and a roll-up metal door are located on the north elevation. The second story of the north elevation, which is set back from the first story, also has paired 1-light metal-sash windows. The west elevation has four sets of paired 1-light metal-sash awning windows. Sliding metal doors are located on the south elevation of the hangar. The interior of the hangar was not accessible at the time of the on-site survey.

Hangar #90:

This two-story hangar was constructed circa 1960. The building is set on a concrete-block foundation and constructed of steel-beam framing. The first story is clad in concrete blocks, while the second story is clad with corrugated metal. The hangar has a flat roof with metal coping. An exposed steel-beam structure is situated on the roof. The structure is topped with lights and braced with smaller steel beams. The south elevation has nine sliding doors of corrugated metal. A set of double-leaf metal doors and two paired 1-light metal-sash awning windows are located on east elevation of the hangar. The north elevation has paired 1-light metal-sash awning windows set on concrete sills and a roll-up metal door. The interior of the hangar was not accessible at the time of the on-site survey.

Shed #1:

Constructed circa 1980, this shed is one story in height and one bay in width. The structure is built of steel-beam framing. The structure, capped by a front-gabled roof, is clad in corrugated metal. The north elevation of the shed has a large opening with no door. Two smaller entry openings are located on the east elevations. These openings have roll-up metal doors. The interior of the shed was not accessible at the time of the on-site survey.

Shed #2:

This one-story, five-bay shed was constructed circa 1980 and is located south of Hangar #90. Built with steel-beam framing, the structure is clad in corrugated metal. A shed roof with metal coping caps the structure. The north elevation of the shed is open with five steel beams delineating the bays of the building. The interior of the shed was not accessible at the time of the on-site survey.

Shed #3:

This shed was constructed of concrete blocks circa 1965. A low-pitched, front-gabled roof covers the one-story, three-bay shed. A single-leaf entrance is located on the west elevation. Fenestration on the east elevation is identical in each of the three bays. Each bay has windows set on concrete sills and grouped in the following order: 2-light fixed metal-sash, 4-light metal-sash awning, 2-light fixed metal-sash, 6-light metal-sash awning, 2-light fixed metal-sash, 4-light metal-sash awning, and 2-light fixed metal-sash. The interior of the shed was not accessible at the time of the on-site survey.

Shed #4:

This one-story, one-bay shed was constructed of concrete blocks circa 1970. A flat roof with metal coping covers the shed. There is a single-leaf metal door on the south elevation and a metal-sash window on the west

elevation. The window is set on a concrete lug sill. The interior of the shed was not accessible at the time of the on-site survey.

Shed #5:

This one-story, one-bay shed was constructed of concrete blocks circa 1970. A shed roof with overhanging eaves and metal coping covers the structure. A single-leaf entry opening is located on the west elevation. There is no door in the opening. The interior of the shed was not accessible at the time of the on-site survey.

Cylindrical Storage Structure:

This cylindrical storage structure was built circa 1970. The structure was constructed of metal and has a dome-shaped roof. The dome has metal coping where the roof meets the main block of the structure. A ladder, located on the south elevation, extends from the ground to the dome of the structure. The interior of the cylindrical storage structure was not accessible at the time of the on-site survey.

Control Tower:

The control tower was built circa 1960. The building, which has a hexagonal shape, is constructed of cast concrete with two window openings on the west elevation. The windows are 4-light metal-sash casements set on concrete sills. A single-leaf door on the north elevation provides access to the tower. A flat roof with a metal balustrade caps the building. The glass-paneled control room is situated on top of the flat roof. The control room has a continuous ribbon of 1-light fixed metal-sash windows. A flat roof with a metal balustrade covers the control room. The control tower is no longer in use and was the interior was not accessible at the time of the on-site survey.

8. Significance

Inventory No. AA-2380

Period	Areas of Significance	Check and justify below		
__ 1600-1699	__ agriculture	__ economics	__ health/medicine	__ performing arts
__ 1700-1799	__ archeology	__ education	__ industry	__ philosophy
__ 1800-1899	__ architecture	__ engineering	__ invention	__ politics/government
X 1900-1999	__ art	__ entertainment/ recreation	__ landscape architecture	__ religion
__ 2000-	__ commerce		__ law	__ science
	__ communications	__ ethnic heritage	__ literature	__ social history
	__ community planning	__ exploration/ settlement	__ maritime history	X transportation
	__ conservation		X military	__ other: ____

Specific dates	1960	**Architect/Builder**	Unknown
Construction dates	1960-1980		

Evaluation for:

__X__ National Register __X__ Maryland Register _____ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

The Tipton Airport is a former United States Army airfield occupying a 366-acre tract of land historically part of Fort Meade. The Tipton Airfield was opened in 1960, replacing the original Fort Meade airfield that opened in the 1920s. Operating under the auspices of Fort Meade, the non-historic airfield was designated for privatization under the Base Realignment and Closure Act (BRAC) in 1988. In 1995, the airfield was listed as a Superfund site and closed to allow the Army to cleanup the site. The facility reopened in November of 1999 under the ownership of Anne Arundel County. Currently, a state-chartered public corporation – the Tipton Airport Authority – operates the airfield.[1] Fort Meade, the National Security Agency, and the Patuxent Wildlife Reserve border the airfield, which is sited south of MD 198 in Odenton, Maryland.

The Tipton Airport is a modern facility not associated with events that have made a significant contribution to the broad patterns of our history. The adjacent Fort Meade is significant for the part it played in mobilizing and training troops during World War I (1914-1918) and World War II (1941-1945). Constructed after the Korean War (1950-1953), Tipton Airport is not associated with any military events for which Fort George G. Meade is significant. Therefore, the property is not recommended eligible under Criterion A. The property is not associated with any person or group of persons of outstanding importance to the community, state, or nation. Therefore, the property is not recommended eligible under Criterion B. The buildings associated with the airport do not embody distinctive characteristics of twentieth-century architecture. The buildings are constructed with materials such as concrete block and corrugated metal, typical of industrial architecture found throughout Anne Arundel County and the nation in the mid- to late twentieth century. Therefore, the property is not recommended eligible under Criterion C. All the buildings on the property are less than fifty years old. The property was not evaluated under Criterion D. Thus, Tipton Airport is not recommended eligible for listing in the National Register of Historic Places under A, B, or C.

Historic Context: Anne Arundel County and Odenton

Farming, primarily of tobacco, was the chief industry in Anne Arundel County during the eighteenth and early nineteenth centuries. In addition to farming, the northern portion of the county had an active iron ore mining

[1] Anne Arundel County, "Tipton Airport, Anne Arundel County, Maryland," http://www.tiptonairport.org/about/index.php, accessed 14 August 2007.

industry following the Revolutionary War (1775–1783). Many railroad lines were laid in the early to mid-nineteenth century to aid in transferring the smelted ore to Baltimore City for shipping.[2] The new railroads also facilitated transportation of goods and people between Baltimore City and Washington, D.C, creating a highly traveled corridor through Anne Arundel County.

Crossroads communities sprang up throughout the county around the new transportation corridors. For instance, the town of Odenton was founded in 1868 due to its location along the Baltimore and Potomac (B&P) Railroad, which connected Baltimore City and Washington, D.C. The B&P Railroad crossed the Annapolis and Elkridge (A&E) Railroad. At this intersection, a train station and post office were established and named for Oden Bowie, owner of B&P Railroad. Odenton was the largest of these small crossroads communities with 100 residents, a church, a school, and two shops by 1878. Early industry in the area was agricultural; farms produced wheat, corn, and tobacco. Canneries, primarily for tomatoes, were constructed in Odenton and throughout the county in the late nineteenth century.

In 1917, the United States Department of War acquired 4,000 acres of land between Odenton and Laurel, in Anne Arundel County, for the establishment of Camp Meade, which was renamed Fort George G. Meade in 1928 when it became a permanent post. Conceived as a World War I (1914-1918) training facility, the base offered training in infantry combat operations as well as a mustard agent training area. From 1918 to 1932, the United States Army Tank School operated out of Fort Meade. With the United States entrance into World War II (1941-1945) in 1941, Fort Meade expanded to 13,596 acres to meet the increased training requirements. The base continued to operate as a training facility until 1988 when several portions of the site – totaling 9,000 acres – were identified for closure under the Base Realignment and Closure Act (BRAC).[3]

The establishment of Fort Meade spurred the early-twentieth-century development of Odenton and other neighboring towns. Growth in Odenton accelerated in the 1950s with the establishment of the National Security Agency at Fort Meade and Friendship International Airport, which is now known as the Baltimore-Washington International Thurgood Marshall Airport, a few miles north of Odenton. The suburban expansion of Baltimore and Washington, D.C. furthered the transformation of towns along major automobile thoroughfares like MD 198 and MD 175 from agricultural villages to business, industrial, and residential centers.

The Fort Meade Auxiliary Army Airfield and Tipton Airport

Tipton Airport, originally called the Tipton Airfield, was the second airfield constructed on the grounds of Fort Meade. The first airfield on the base, known as the Fort Meade Auxiliary Army Airfield, was built in the central portion of the base, two miles northeast of present-day Tipton Airport. The exact date of construction for the

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[2] Anne Arundel County, Maryland, Citizens Information Center, "History - Seventeenth Century through the Present," http://www.aacounty.org/AboutAACo/history.cfm, accessed 13 August 2007.

[3] Maryland Department of the Environment, "Fort George G. Meade," Maryland Department of the Environment ERRP Fact Sheet, http://www.mde.state.md.us/assests/document/brownfields/Fort_Meade.pdf, accessed 14 August 2007.

first airfield is unknown; however, an emergency landing field was present in the 1920s. An auxiliary landing field was noted in a 1930 Fort Meade publication, and the 1935 *Washington Sectional Chart* provides the first physical representation of the base's airfield. By 1937, the airfield had three runways, the longest of which was 1,800 feet.[4] The 1947 USGS map of Anne Arundel County shows the 1,800-foot landing strip of Fort Meade Airfield, which was sited north of MD 602 (present-day MD 198) and west of MD 175.[5]

Buildings and roads increasingly surrounded the site of the original airfield, which had expanded in order to accommodate the increasing air traffic during the mid-1950s. Sometime around 1955, the 1,800-foot landing strip was extended to 2,485 feet. A report published about the base in 1957 indicated MacArthur Boulevard and Mapes Road crossed the airfield; the report also noted that the control tower operated moveable barriers that could be raised or lowered in order to facilitate air and ground traffic at the site.[6] Thus, the need for expansion and the increasing development around the site spurred the relocation of the Fort Meade airfield.

Present-day Tipton Airport was opened in 1960 on the periphery of the base to provide the airfield with more room.[7] The new site for the airfield was two miles southwest of the original site and had once been a landfill. The 1961 *Washington Local Aeronautical Chart* noted the original airfield as "Abandoned Airport" one year after the Tipton Airfield opened.[8]

The 1965 USGS map for the Relay Quad illustrates the presence of several buildings at "Tipton Airfield." The four hangars that are currently standing - #80, #84, #85, and #90 – are depicted on the 1965 map. Additionally, the control tower and the two administrative buildings were also standing by 1965.[9] The airfield operated under the auspices of Fort Meade until it was designated for privatization under BRAC in 1988.[10] The Army retained 900 acres of the BRAC parcel well into the 1990s, which included the 366-acre Tipton Airfield. In 1998, the Army began leasing the parcel to Anne Arundel County, eventually transferring ownership to the county in November 1999.[11]

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[4] Paul Freeman, "Abandoned and Little Known Airfields: Maryland-Columbia area," http://www.airfields-freeman.com/MD/Airfields_MD_Columbia.htm, accessed 15 August 2007.
[5] MapTech, Relay Quad, 1947 USGS Map, http://historical.maptech.com/getImage.cfm?fname=rlay47sw.jpg&state=MD, accessed 15 August 2007.
[6] Paul Freeman, "Abandoned and Little Known Airfields: Maryland-Columbia area," http://www.airfields-freeman.com/MD/Airfields_MD_Columbia.htm, accessed 15 August 2007.
[7] "Fort George G. Meade Cultural Resource Management Plan," prepared for the U.S. Army Corps of Engineers, August 1994.
[8] Paul Freeman, "Abandoned and Little Known Airfields: Maryland-Columbia area," http://www.airfields-freeman.com/MD/Airfields_MD_Columbia.htm, accessed 15 August 2007.
[9] MapTech, Laurel Quad, 1965 (revised 1979), USGS Map.
[10] Anne Arundel County, "Tipton Airport, Anne Arundel County, Maryland," http://www.tiptonairport.org/about/index.php, accessed 14 August 2007.
[11] Maryland Department of the Environment, "Fort George G. Meade, (MD-67)," Maryland Department of the Environment ERRP Fact Sheet, http://www.mde.state.md.us/assets/document/brownfields/Fort_Meade.pdf, accessed 14 August 2007.

In July 1998, just as Anne Arundel County began leasing the airfield, the property was placed on the Environmental Protection Agency's (EPA) National Priorities List of most contaminated Superfund sites. Between 1995 and 1999, the Army removed 3,000 buried ordnance items. Ordnance items are military weapons such as artillery and heavy guns and shell casings. Two landfills were located on the parcel, both of which are currently inactive. A parking lot covers one landfill, while a cap intended to prevent the discharge of contaminants into the soil covers the other landfill. One of the two landfills has been fenced in to limit access. The Army was the lead agency in the cleanup and completed all cleanup measures by September 1999.[12]

Currently, the Tipton Airport is operated by the Tipton Airport Authority, a state-chartered public corporation. The airport is a state-of-the-art general aviation facility that houses many sport, recreational, private, and business aircraft. The Tipton Airport Authority plans to install T-Hangars in the near future and rehabilitate the existing hangars and the pavement.[13]

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[12] United States Environmental Protection Agency, "EPA Declares Ft. Meade's Tipton Airfield Free of Hazardous Waste," Press Release, 25 January 1999, http://yosemite.epa.gov/r3/press.nsf/7f3f954af9cce39b882563fd0063a09c/a371cff89f124d6f85256707005c1f7e?OpenDocument

[13] Anne Arundel County, "Tipton Airport, Anne Arundel County, Maryland," http://www.tiptonairport.org/about/index.php, accessed 14 August 2007.

9. Major Bibliographical References

Inventory No. AA-2380

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Freeman, Paul. "Abandoned and Little Known Airfields: Maryland-Columbia area." http://www.airfields-freeman.com/MD/Airfields_MD_Columbia.htm.
"Fort George G. Meade Cultural Resource Management Plan." Prepared for the U.S. Army Corps of Engineers. August 1994.
MapTech. Laurel Quad, 1965 (revised 1979), USGS Map.
MapTech. Relay Quad, 1947 USGS Map. http://historical.maptech.com/getImage.cfm?fname=rlay47sw.jpg&state=MD.
Maryland Department of the Environment. "Fort George G. Meade, (MD-67)." Maryland Department of the Environment, ERRP Fact Sheet.
http://www.mde.state.md.us/assets/document/brownfields/Fort_Meade.pdf.
United States Environmental Protection Agency. "EPA Declares Ft. Meade's Tipton Airfield Free of Hazardous Waste." Press Release, 25 January 1999.
http://yosemite.epa.gov/r3/press.nsf/7f3f954af9cce39b882563fd0063a09c/a371cff89f124d6f85256707005c1f7e?OpenDocument

10. Geographical Data

Acreage of surveyed property	366		
Acreage of historical setting	366		
Quadrangle name	Laurel	Quadrangle scale:	1:24,000

Verbal boundary description and justification

The Tipton Airport is located south of the point where MD 198 and MD 32 intersect. Fort George G. Meade borders the facility to the north, and the Patuxent Research Refuge borders the airport to the south. At the time of its construction, the Tipton Airport was located on the grounds of Fort Meade, but ownership of the parcel was transferred to Anne Arundel County in 1999.

11. Form Prepared by

name/title	Elizabeth Breiseth, Architectural Historian		
organization	EHT Traceries, Inc.	date	August 2007
street & number	1121 Fifth Street NW	telephone	202/393-1199
city or town	Washington	state	DC

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

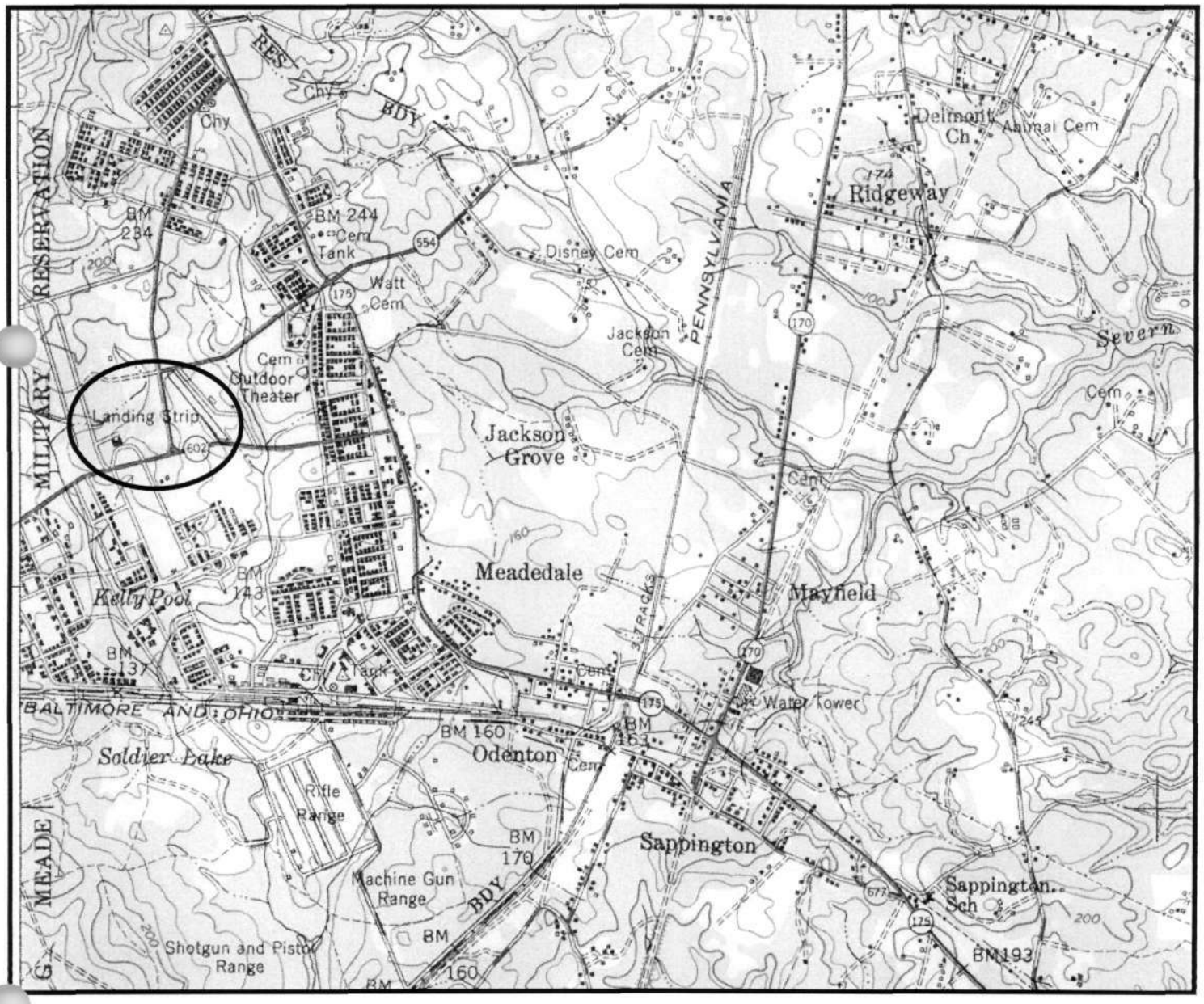
return to: Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. AA-2380

Tipton Airport
Continuation Sheet

Number 8 Page 4



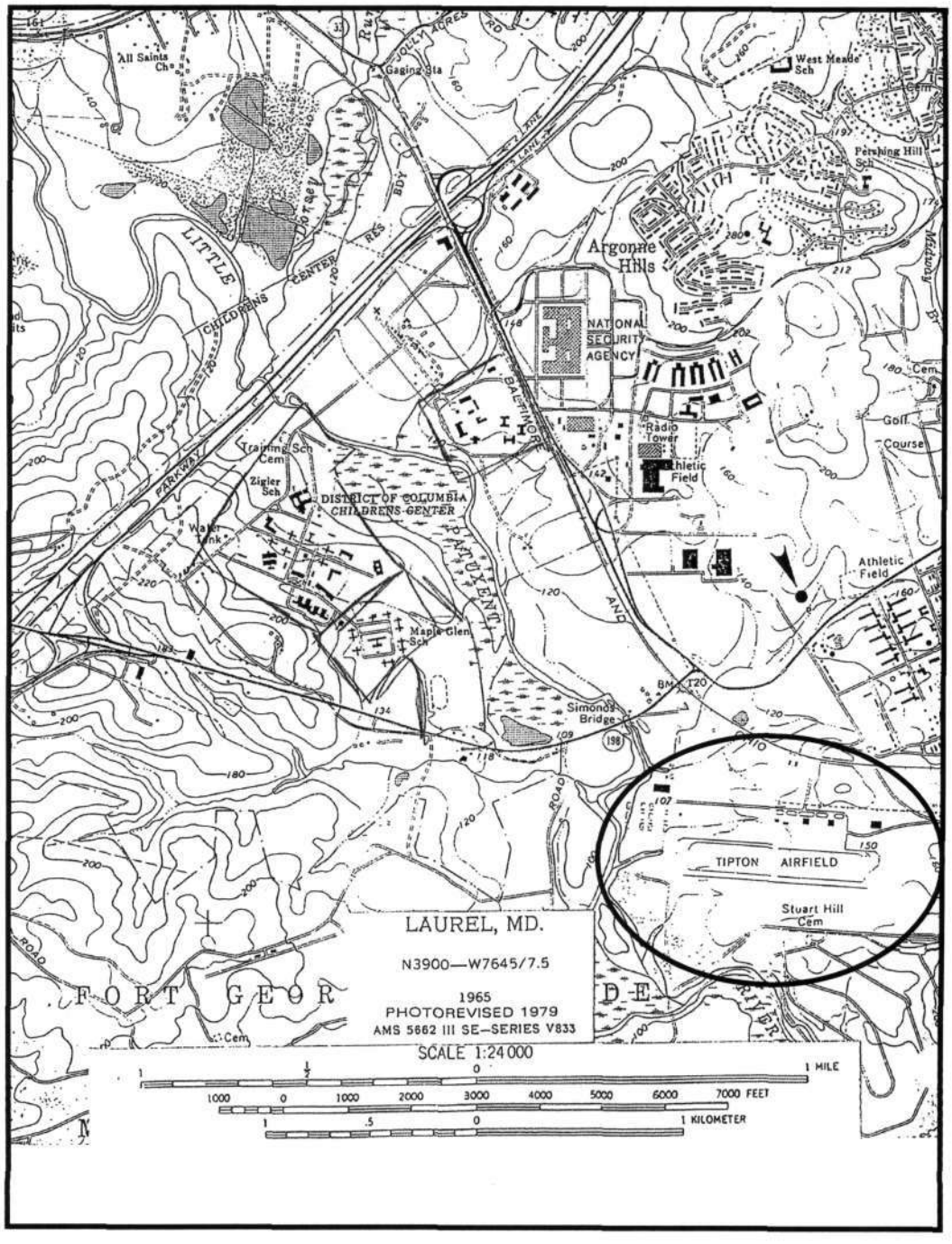
1947 USGS Map, Relay Quad, showing original airfield at Fort Meade

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. AA-2380

Tipton Airport
Continuation Sheet

Number 8 Page 5

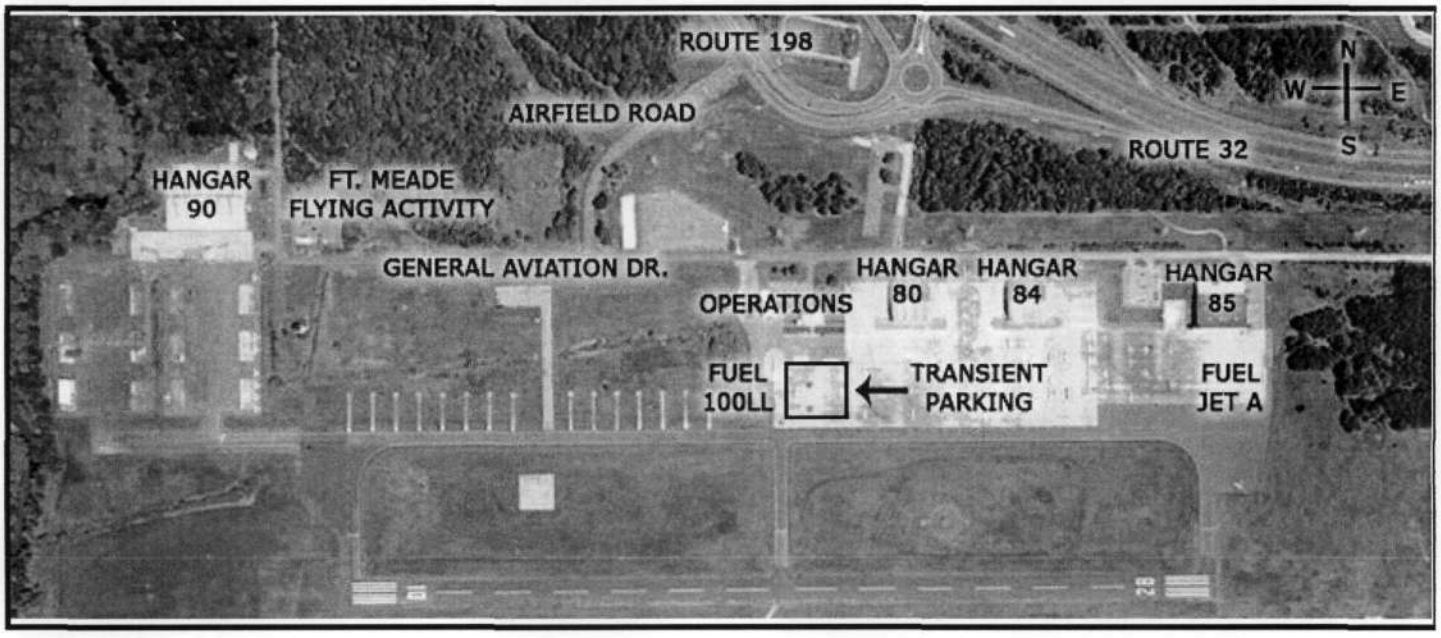


Maryland Historical Trust
Maryland Inventory of Historic Properties Form

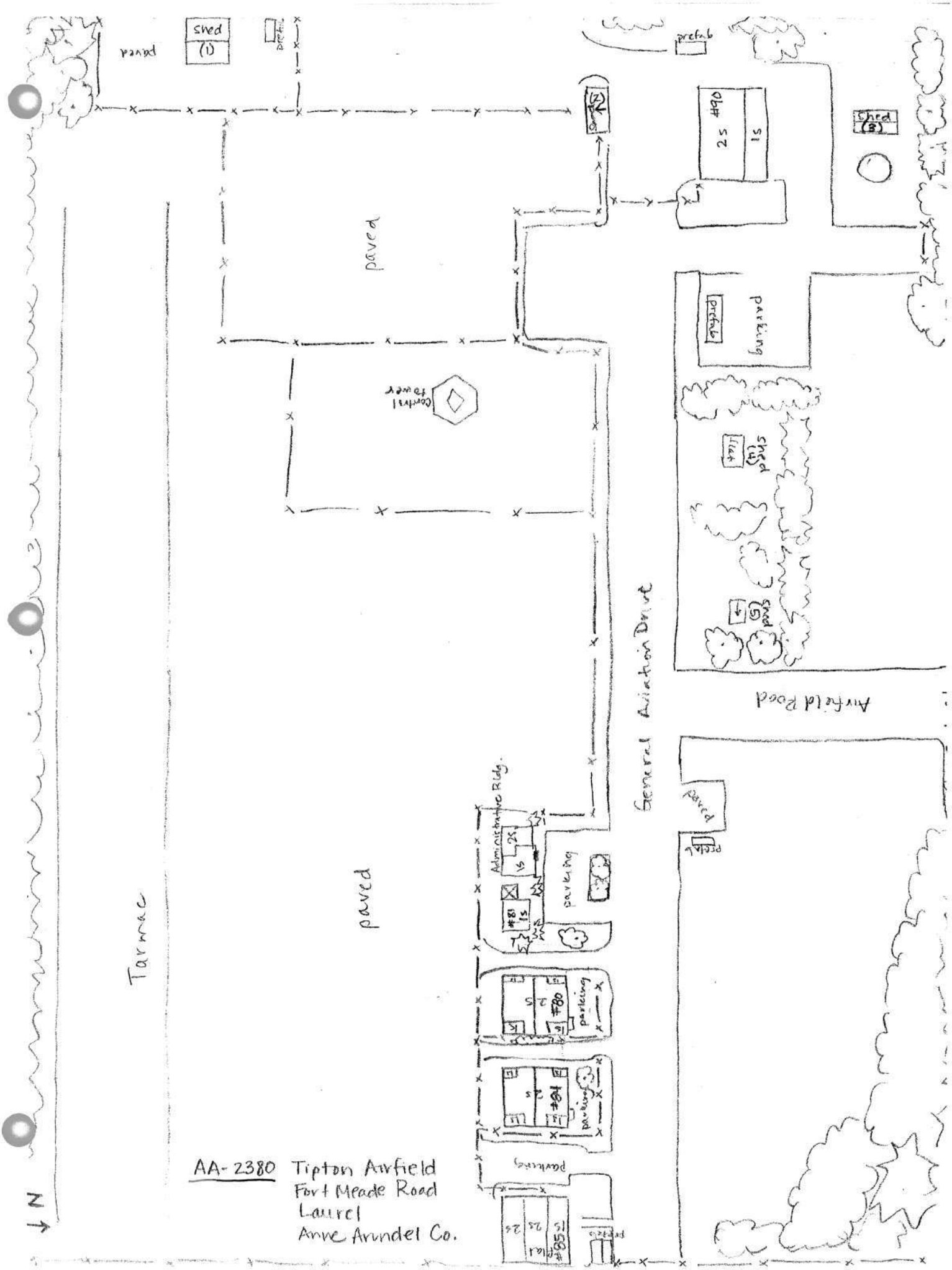
Inventory No. AA-2380

Tipton Airport
Continuation Sheet

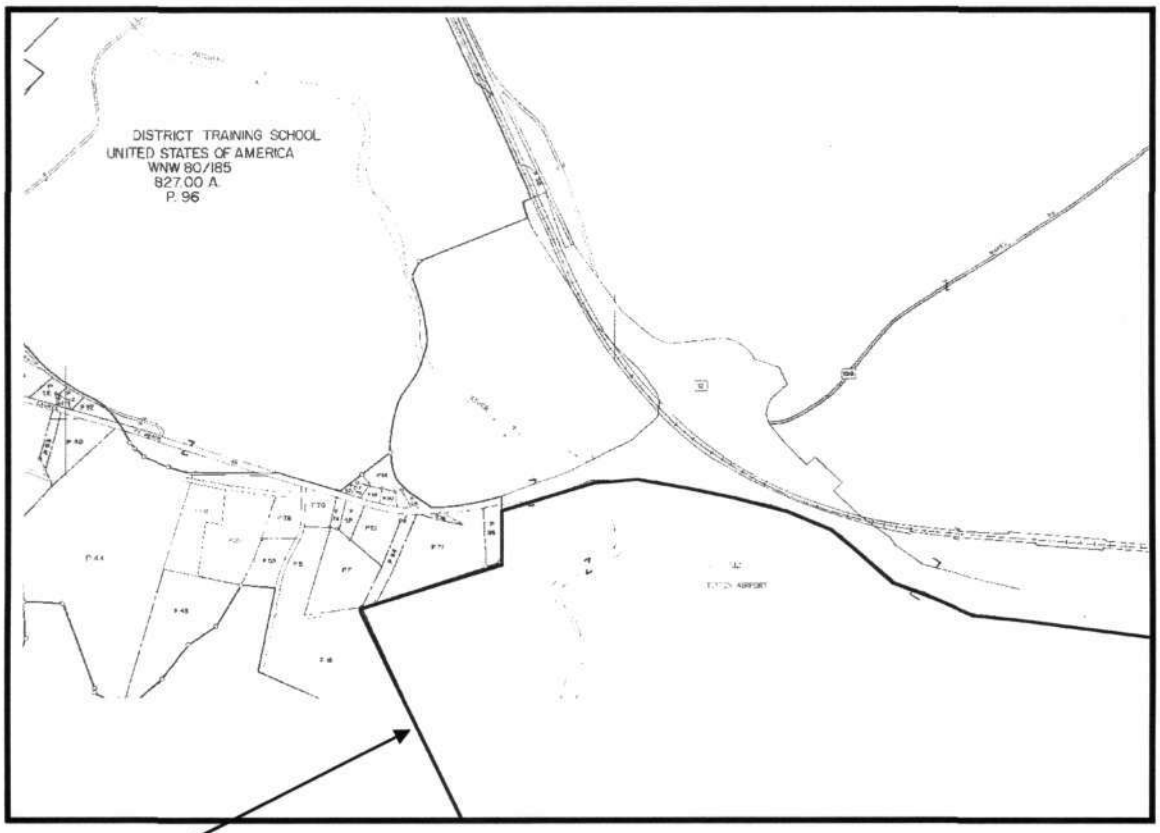
Number 8 Page 6



2007 Aerial Photograph of Tipton Airport, http://www.tiptonairport.org

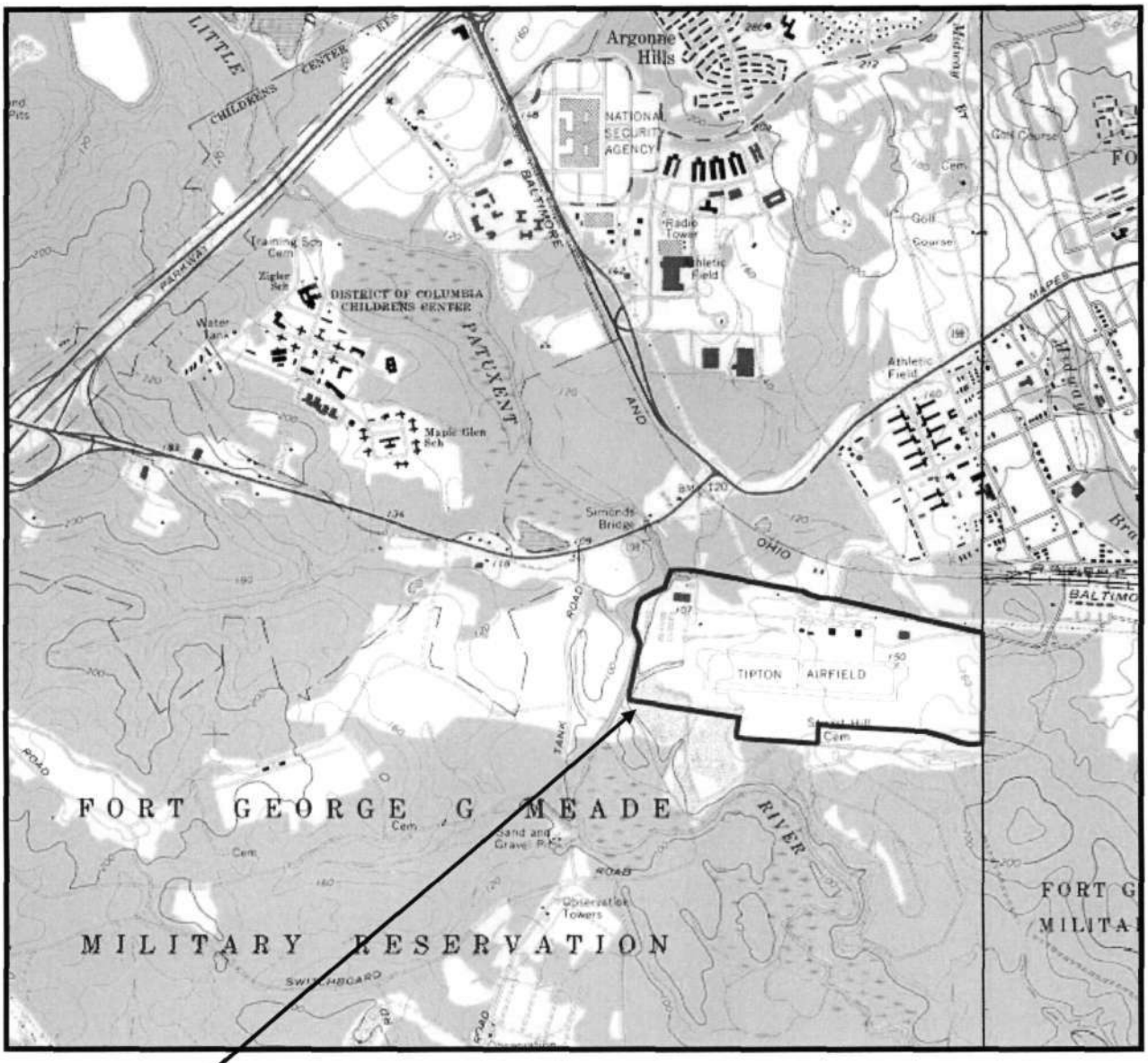


AA-2380 Tipton Airfield
Fort Meade Road
Laurel
Anne Arundel Co.



Tipton Airport (AA-2380)
Odenton, Anne Arundel County, MD
Tax Parcel Map 20, Parcel 12
Prepared by EHT Traceries, Inc., 2007

N



Tipton Airport (AA-2380)
81 General Aviation Drive
Odenton, Anne Arundel County, MD
Laurel Quad, USGS Topographic Map, 1965, Revised 1979
Prepared by EHT Traceries, Inc., 2007

N

AA-2380

Hangar #84, Tipton Airport

81 General Aviation Drive

Anne Arundel County, MD

EHT Traceries, Inc.

August 2007

MD SHPO

Looking east down General Aviation Drive

#1 of 11

AA-2350

Hangar #80, Tipton Airport

81 Geneva Aviation Drive

Anne Arundel County, MD

EHT Traceries, Inc.

August 2007

MD SHPO

West elevation

#2 of 11


ACTIVE
AIRFIELD

AA-2380

Tarmac, Tipton Airport

81 General Aviation Drive

Anne Arundel County, MD

EHT Traceries, Inc.

August 2007

MD SHPO

Looking SW across tarmac

#3 of 11

AA-2380

Building #81, Tipton Airport

81 General Aviation Drive

Anne Arundel County, MD

EHT Traceries, Inc.

August 2007

MD SHPO

Looking Southeast towards Building #81

#4 of 11

AA- 2380

Administrative Building, Tipton Airport

81 General Aviation Drive

Anne Arundel County, MD

EHT Traceries, Inc.

August 2007

MD SHPO

Northwest corner

#5 of 11

AA-2380

control tower, Tipton Airport

81 General Aviation Drive.

Anne Arundel County, MD

EHT Traceries, Inc.

August 2007

MD SHPO

Looking west towards control tower

#6 of 11

AA-2380

Control Tower, Tipton Airport

81 General Aviation Drive

Anne Arundel County, MD

EHT Traceries, Inc.

August 2007

MD SHPO

Looking south towards control tower

#7 of 11

AA-2380

General Aviation Drive, Tipton Airport

81 General Aviation Drive

Anne Arundel County, MD

EHT Traceries, Inc.

August 2007

MD SHPO

Looking east down General Aviation Drive

#8 of 11

AA-2350

General Aviation Drive, Tipton Airport

81 General Aviation Drive

Anne Arundel Canty, MD

EHT Traceries, Inc.

Aglst 2007

MD SHPO

Looking west down General Aviation Drive

#9 of 11

AA-2380

Hangar #90, Tipton Airport

81 General Aviation Drive

Anne Arundel County, MD

EHT Traceries, Inc.

Aug/Sept 2007

MD SHPO

Southwest corner

#10 of 11

AA-2380

Shed #1, Tipton Airport

81 General Aviation Drive

Anne Arundel County, MD

EHT Traceries, Inc.

August 2007

MD SHPO

Looking southwest towards Shed #1

#11 of 11